



Hongkong Daily Press.

ESTABLISHED 1857.

ON SALE
THE
DIRECTORY & CHRONICLE
FOR 1912.
Complete Edition ... \$10.00
Smaller ... 6.00
Agents in all the Foreign
Settlements throughout the Far
East.

No. 16924, 號四十二百九千六萬一第

日七十月六年子壬

HONGKONG, TUESDAY, JULY 30TH, 1912.

二拜禮 號十三月七年二十百九千一英港香

PRICE, \$3 PER MONTH.

INTIMATIONS

THE

NEW

VICTOR-

VICTROLA

VIII.

PRICE \$92.

AN IDEAL

MUSICAL INSTRUMENT.

INSPECTION INVITED.

S. MOUTRIE & CO.,

LIMITED,

Sole Distributors.

[a27-1]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 375 lbs. net.

In Bags 250 lbs. net.

SHEWAN TOMES & CO.,

General Managers.

Hongkong, 29th April, 1908.

[a304]

NEW CARTRIDGES.

BY popular English Manufacturers. In all
Bore and Size.

SMOKELESS POWDERS and CHILLER

SHOTS. From No. 10 to 8890. at \$6, \$7

and \$7.50 per 100. SPORTING REQUISITES

and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906.

[a75]

SIEN TING

SURGEON DENTIST.
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE

Consultation Free.

Hongkong, 21st September, 1905.

[a485]

SINGON & CO.

ESTABLISHED A.D. 1880.

IRON, Steel, Metal and Hardware Merchants
Wholesale and Retail Ironmongers, Pig
Iron and Foundry Coke Importers. General
Storekeepers and Shipchangers. Nos. 35 & 37
Hing Loong Street (2nd St. west of Central
Market). Telephone No. 515.

PEAK TRAMWAYS COMPANY

LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. ... Every 15 minutes.
8.00 a.m. to 10.00 a.m. ... Every 10 minutes.
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.00 noon ... Every 15 minutes.
12.00 noon to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.10 p.m. ... Every 10 minutes.

SHORT CARS.

45 p.m. and 9.00 p.m., 9.45 to 11.30 p.m.
every 15 minutes.

SUNDAYS.

7.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 12.00 noon ... Every 15 minutes.
12.00 noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.10 p.m. ... Every 10 minutes.

NIGHT CARS as on Week Days.

Extra Car at 11.45 p.m.

SPECIAL CARS by arrangement at the
company's Office, Alexandra Buildings, Des
Voeux Road Central.

JOHN D. HUMPHREYS & SON

General Managers.

Hongkong 16th June 1911



FOR
BATHING PARTIES

BLACKBERRY BRANDY,
CHERRY BRANDY,
CHERRY WHISKY,
SLOE GIN,
CHERRY GIN,
PEPPERMINT.

CALDBECK,
MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS.

[a26]



MITSU BISHI DOCKYARD
AND ENGINE WORKS.

All A.B.C. Western Union, and Engineering Codes used.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Condenser, Stone's Manganese Bronze,
and Parsons' Steam Turbines, etc., etc., etc.

AT NAGASAKI:—Telegraphic Address: "DOCK" NAGASAKI

	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
No. 1	510 ft.	77 ft.	26 ft.
No. 2	350 ft.	53 ft.	24 ft.
No. 3	714 ft.	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always
ready at short notice.

AT KOBE:—Telegraphic Address: "WADADOCK" KOBE.

	No. 1. 7,000 Tons.	No. 2. 12,000 Tons.
Lifting Power	460 Feet.	580 Feet.
Max. Length of Ship taken in	56 "	62 "
" Breadth " " "	22 "	25 "
" Draft " " "	22 "	25 "

The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.
The Floating Shearleg, capable of lifting 40 ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION

[a519]

S.M.R.

SOUTH MANCHURIA RAILWAY.



SHORTEST AND QUICKEST ROUTE BETWEEN

THE FAR EAST AND EUROPE, VIA DAIREN.

SHANGHAI TO LONDON

IN 13½ DAYS.

The S.M.R. Mail Steamers (equipped with wireless telegraph and carrying a qualified
surgeon on board) leave the S.M.R. Whampoa Wharf, Shanghai, every Monday and
Wednesday, connecting with the S.M.R. Express Train Service leaving Dairen every
Sunday, Wednesday, and Friday, in conjunction with the Trans-Siberian Express Service
at Changchun.

Steamer Fares:—Single \$40; return (available for 3 months), \$64.

Express Train Fares:—Dairen to Changchun, Y29.45 (including Express Extra Fee).

Tickets and information at all the Offices of the INTERNATIONAL SLEEPING CAR
& EXPRESS TRAINS Co. and Messrs. THOS. COOK & SON; the NIPPON YUSEN KAISHA,
Shanghai; the HENDERSON & CO. HAMBURG AMERICA LINE; the NORDDEUTSCHER LLOYD;
or direct from the

SOUTH MANCHURIA RAILWAY CO.,

DAIREN.

Tel. Add: "MANTESSU." Codes: A.B.C. 5th Ed., A1, and Lieber's.

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.

Fresh stocks always on hand at Dairen, Newchwang, Port Arthur, and Tientsin Depots,
and also at Chefoo, Shanghai, Hongkong, Singapore, and Penang.

MINING DEPARTMENT.

SOUTH MANCHURIA RAILWAY CO.,

DAIREN.

Tel. Add: "MANTESSU." Codes: A.B.C. 5th Ed., A1, and Lieber's

[a257]

VIENNA BREAD

SHOULD PROVE A DELIGHTFUL CHANGE FOR THE BREAKFAST TABLE.

WEISMANN, LTD.

[a36]

THE YOKOHAMA DOCK

CO., LTD.

Telegraphic Address:—"DOCK," Yokohama.

Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A. 1, and Watkin's.

DRY DOCK DEPARTMENT:—Telephone Nos. 376, 506, or 681.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.
Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material
including tail shafts are kept in stock. Two powerful tow boats, floating derrick to
lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers,
tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

106 buildings, principally of brick and steel, 358 entrances. 13 buildings are private
bonded warehouses. Floor area 73,543 square yards, or 15.15 acres.

Custom-house brokerage and insurance undertaken. Rates moderate.

Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

[a706]

THE KALEE HOTEL.

SHANGHAI.

FIRST CLASS HOTEL.

ESTABLISHED 1887.

SITUATED IN THE CENTRE OF THE BUSINESS DISTRICT.

130 ROOMS WITH A PRIVATE BATH TO EACH
(Hot and Cold Water Supply).

PASSENGER LIFT, ELECTRIC LIGHT AND FANS THROUGHOUT.

FRENCH CUISINE.

SPECIAL TERMS TO ARMY AND NAVY AND FAMILIES.

ALL MODERN COMFORTS.

Cables:

KALEE.

A. MILDNER,

Manager.

[a371]

"HONGKONG DAILY PRESS"

PUBLICATIONS.

DIRECTORY AND CHRONICLE
OF THE FAR EAST ... \$10.00
Do. Do. Smaller Edition 6.00

CHILDREN OF FAR CATHAY: A
Social and Political Novel, by C. J.
Halcombe ... 3.50

THE JUBILEE OF HONGKONG,
being an Historical Sketch to which
is added an Account of the Celebra-
tions in 1891 ... 1.00

THE HONGKONG TYPHOON, Sept.
1906, Illustrated Account ... 0.50

TEMPORARY MINING REGULA-
TIONS IN CHINA ... 0.50

REGULATIONS FOR RAILWAY
CONSTRUCTION IN CHINA ... 0.50

HONGKONG HANDBOOK REPORTS
OF THE MEETINGS OF THE
LEGISLATIVE COUNCIL, Pub-
lished Annually ... 5.00

MOUNTINGS OF NAVAL GUNS
and their Subsequent Use with the
Ladysmith Relief Column ... 1.00

WARLIKE EXPLOITS OF THE
MERCHANT NAVY, by J. E.
Featherstonhaugh ... 1.00

POLITICAL OBSTACLES TO MIS-
SIONARY SUCCESS IN CHINA ... 0.25

TRADE MARK REGULATIONS
IN CHINA ... 0.25

MISSIONARY DIRECTORY on paper:
Do. Do. cloth cover 0.80
Do. Do. paper cover 1.00

DOGS AND GUN in New Territory ... 1.00

FROM HONGKONG TO CANTON,
BY THE PEARL RIVER—"A
Book for the Globetrotter," by Capt.
G. V. LLOYD, with Maps and Illustrations ... 1.75

HONGKONG WEEKLY PRESS,
half-yearly vol. bound ... 7.5

FIFTY YEARS ANGLO-CHINESE
CALENDAR, 1844 to 1913 ... 2.00

RATES OF EXCHANGE AT
HONGKONG English Mail days
1874-... .. 3.00

BOMBAY RATES OF EXCHANGE
AT HONGKONG, English Mail
Days 1883-... .. 1.00

CALLED OUT: or the Chang Wang's
Daughter, an Anglo-Chinese Ro-
manco, by Chas. J. H. Halcombe ... 2.00

PLAN OF THE WEST RIVER ... 1.00

" " VICTORIA ... 0.75

" " KOWLOON ... 0.75

" " PEAK ... 0.75

" " NEW TERRITORY ... 0.75

POWER OF ATTORNEY FORM ... 0.25

MTABLESAIL for 1912 ... 0.30 & 0.25

HOTELS

HONGKONG HOTEL

Recently Refurnished and Redecorated
Large Airy Public Rooms.
Electric Lighting, Lifts and Fans.
Suites de Luxe
Bedrooms with European Bath and
Lavatory attached.
Perfect Sanitation.

A LA CARTE GRILL ROOM.

J. H. TAGGART, Manager.

KING EDWARD
HOTEL.

TELEPHONE No. 373.

TELEGRAPHIC ADDRESS—"VICTORIA."

Under Entirely New Management.

Thoroughly Renovated.

Terms Moderate.

Excellent Cuisine.

H. HAYNES,

Manager.

Hongkong, 4th January, 1912.

[a157]

GRAND HOTEL.

QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE
HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly
renovated, extensively enlarged, and is now
luxuriously furnished and up-to-date in every
respect, situated in the most central position
Large and Airy Rooms, Hot, Cold, and Shower
Baths, Electric Light Throughout and Fans.
Large and Comfortable Lounge, Private and
Public Bars and Billiard Rooms, CUISINE
ENTIRELY UNDER EUROPEAN
SUPERVISION. Sanitary Arrangements of
the latest. HOTEL LAUNCH MEETS ALL
STEAMERS. Monthly Rates for Tiffin and
Dinner. Special Rates for married families on
application to

FREDERICK REICHMANN,

Proprietor.

(late Manager of J. H. LYONS (Trocadero

leading Caterers in London, and

GRAND ORIENTAL HOTEL, Colombo).

TELEPHONE No. 197.

TELEGRAPHIC ADDRESS "COMFORT,"

Hongkong.

Hongkong, 1st September, 1910.

[a39]

"BRAESIDE."

PRIVATE HOTEL.

STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy and
Well Furnished Rooms, every home comfort
Fine View of the Harbour.

Telephone No. 690.

Apply to—Mrs. F. W. YATES,

"Braeside," 20, Macdonnell Road,

Hongkong, 4th December, 1907.

[a37]

VICTORIA HOTEL

SHAMSEEN-CANTON.

Telegraphic address—"VICTORIA, SHAMSEEN."

SITUATED ON THE BRITISH CONCESSION

MACAO HOTEL

MACAO

Telegraphic address—"FARMER, MACAO."

SITUATED IN THE CENTRE OF PRATA GRANDA

Both Hotels electrically lighted, and under

experienced European Supervision.

GUIDES AND CHAIRS PROVIDED.

Every information and Special attention given to

Tourists.

REASONABLE RATES.

WM. FARMER

Proprietor.

TRY

ROYAL GEORGE

HOTEL.

IF YOU WANT PEACE AND COMFORT.

A FIRST CLASS FAMILY RE-
SIDENTIAL and TOURIST

HOTEL, free from traffic noises, Renovated

and Excellently Furnished.

Bath Room with Shower to every Room.

Electric Light throughout and Electric

Fans to order for every Room. 5 minutes'

walk from Ferry Wharf and Kowloon-Canton

Railway Station.

Terms per day per month

Single Person \$3 to \$5 \$65 to \$95

Married Couples \$5 to \$8 \$110 to \$160

M. J. NATHAN,

Manager.

Kowloon, 27th June, 1912.

[a536]

A LING & CO..

19, QUEEN'S ROAD CENTRAL

FURNITURE and PHOTO GALLERY

STORE.

Photographic Goods of every Description

in Stock.

Developing and Printing Undertaken

Hongkong, 31st July, 1907.

[a576]

INTIMATION



WATSON'S



VERY OLD LIQUEUR

SCOTCH
WHISKYA BLEND OF THE FINEST PURE
MALT SCOTCH WHISKIES.For over 30 Years WATSON'S
"E" has maintained the re-
putation of the FINEST
SCOTCH WHISKY in the
FAR EAST.A. S. WATSON
& CO., LTD.,

ALEXANDRA BUILDINGS.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymous signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

Telegraphic Address: PRESS.
Codes: A.B.C. 5th Ed. Issued.
P. O. Box, 34. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VEAUX ROAD

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 30th, 1912.

A return recently prepared by the Commissioner of Education at Canton shows that there are in that city 12,649 boys between the ages of 7 and 10 (anglo, 6 and 9), and that of these 5,160, or 40 per cent., attend school, while 7,489 (60 per cent.) do not. With girls, the proportion reached by the schools is far less: of the 11,371 who are between these ages, only 1,502 (13 per cent.) go to school, and about 87 per cent. do not. We must confess that we attach very little weight to Chinese statistics, but these serve to emphasize facts already known—that while education is making great progress in China, it is almost entirely among the male sex, and though there is a great educational leeway to be made up in every branch, it is disproportionately great in the case of girls. At the same time, the other side of the picture must not be overlooked, for ten years ago girls' schools were practically non-existent. There are, unfortunately, no figures to serve for purposes of comparison, though it may be noted for what it is worth that in the largest province of China there were two years ago, according to its Commissioner of Education, only 2,898 girl scholars as against 270,359 boys. The reasons why education has made so little progress among the female sex in China are not far to seek. For years the one regular and orthodox way of admission into official employment was by competitive examination, and the educational system of China was devised solely with a view to these examinations, for which, of course, women were not admissible. In addition to

this, the lot of women was one of semi-slavery, with no freedom of intercourse and with no mental outlook; the result of all these causes combined being that the women of China are undoubtedly inferior intellectually to the men. As modern education made headway through the country, there was no lack of men who, well-educated according to the ideas of Old China, had not succeeded in obtaining government employment, but who were nevertheless endowed with sufficient mental activity to adapt themselves to the conditions of the new educational system. Many of these were able to pick up a modicum of arithmetic and English, and so become instructors in the modern schools. Of the instruction given by them in modern subjects the less said the better: still, their pupils had an advantage over those of the previous generation, for they acquired the normal knowledge of classical lore plus some slight smattering of Western learning. From this same class of unemployed scholars, too, were drawn the students sent to Japan and other countries, who have had such an important influence on the affairs of China during the last few months. We have here the foundations for progressive movement in the education of boys, but the veriest rudiments are wanting in the case of girls. Any great advance toward general female education has been, and for the present will continue to be, impossible owing to the absence of schoolmistresses. This is, however, a defect that time will remedy, and we look forward to the day when education will be as general among the girls of China as it is among the boys, to the great benefit of the country. For the progress that has already been made, small though it be, China must thank the foreign missionaries of various nationalities and creeds, who have for years been the only elevating influences in the land bearing on the female mind, and whose girls' schools—for a long time practically the only institutions of the kind—will be found to have contained the germ of female education for China. Tsai Yuan-pei, the late Minister of Education, included in his programme universal education. This programme was adopted by the Advisory Council, and it is to be presumed that Sun Yu-ching, his successor, will continue it. In any case, the ideal of universal education has been held before the Chinese eyes for so long that any half-heartedness in pursuing it will be regarded as a disgrace and a sign of failure in the Republic. The ideal may be slow of realization and many blunders and much muddling inefficiency will be seen before it is attained, but the time will come when China will be rich in an educated womanhood. Educate the women of China, and they will no longer submit to the life of drudgery and semi-slavery that they now lead; as they realize their intellectual development and mental strength, they will embark on wider and wider spheres of activity, and the Sons of Han will have to recognize the Daughters of Han as on a footing of equality with themselves. That day may lie far ahead, but we believe that every year will see progress made. It has often been laid down that the best criterion of the civilization of a country is the status of its women; it is equally undeniable that the status of her women is the gravest blot on the name of China at the present day; it is a truism that education elevates and ennobles; the day must come when female education will have removed the blot, and China may be able to claim a place among the Great Powers of the world.

There are said to be at least 15,000 troops in the vicinity of Shanghai. The German mail of the 26th June was delivered in London on the 27th inst. Leave of absence on private affairs, to the United Kingdom, has been granted to Captain G. T. Brierley, R.G.A., from to-day, to date of arrival of transport in England. Major F. C. Sambourne-Palmer, Lieut. J. O. Beattie, 4 Indian Officers, 154 N.C.O.'s and men and 20 followers 8th Rajputs, proceeded to the New Territory, on the 26th instant. A Chinese native doctor, aged about 50, was found lying dead in a well in a vegetable garden at Tokwan, near Hunghom. It is thought that he fell into the well in the dark. Captain B. de L. Brock, 126th Baluchistan Infantry, will act as Aide-de-Camp to the General Officer Commanding, South China, during the absence of Lieut. J. de L. Simonds, R.A., on leave. Admiral Sir Hedworth Meux will, according to present arrangements, take over the naval command at Portsmouth to-day, July 30th, when Admiral Sir Arthur Moore retires. Both Admirals have commanded the China Squadron within the last ten years.

A fine of \$100 was yesterday imposed upon a man convicted of having kept a lottery house and sold lottery tickets.

While Sergeant Lee was executing a gambling raid at the old Western Market one of the men arrested bit his little finger very badly.

For stealing a quantity of hawser rope from a steamer in the harbour a Chinese was at the Magistracy yesterday sentenced to pay a fine of \$10 or go to prison for fourteen days.

Two Chinese who tried to rescue a hawk as he was being taken to the Police Station were yesterday brought before the Magistrate, who bound them over in the sum of \$100 each to come up for judgment when called upon.

The Stewards of the Shanghai Race Club have decided to hold the Autumn Race Meeting on November 11th, 12th and 13th and the Off-day will be on November 16th. The meeting will thus begin on the second, not the first, Monday in the month.

Yesterday Inspector Dymond prosecuted a Chinese with having sold books without having a hawk's licence. He informed his Worship (Mr. E. A. Irving) that prior to selling the books the defendant delivered a lecture advocating revolution. He was fined \$10 or one month in prison.

The British steamer *Indravelli*, which has been sold to Japanese, arrived at Kobe from Yokohama on the 16th inst. The buyers are the Mitsui Bussan Kaisha and the sum paid for the vessel is reported to be £28,000. The *Indravelli* is a steel steamer of 4,828 tons gross, and was built at Glasgow in 1897.

A Chinese Company having a capital of \$400,000 has been formed to run tramways over the Chinese Bund at Shanghai. The contract for the construction of the line and the supplying of the tramway cars has been placed with the Siemens-China Electrical Engineering Co., and it is believed that either towards the end of the present year or the beginning of the next the work will be under way. It is understood that the cars will be supplied by this firm's English branch, Messrs. Siemens Bros. Dynamo Works, Ltd., while the rails will in all likelihood be imported from Germany.

TYPHOON WARNING.

The telegram quoted below was received at the American Consulate General, Hongkong, from the Manila Observatory at 11.30 a.m. yesterday:—
"Low pressure area over N. China Sea. A typhoon may develop later."

KILLED ON THE RAILWAY.

A Chinese doctor, about 35 years of age, was killed on the railway near Taipo, on Sunday morning. Apparently he was walking along the line, and was overtaken by the up train leaving Kowloon at 8.15. His body was carried about 20 feet on the engine.

THE BRITISH GUARD ON SHAMEEN.

An additional 50 men of the 126th Baluchistan Infantry have been despatched to reinforce the Garrison of the Shameen. We learn that this strengthening of the Garrison is devoid of any political significance, and that the purpose of it is merely in order to reduce the amount of night duty which has been found to be excessive for the small force which is there at present.

THE "QUINTA" SOLD.

The German steamer *Quinta*, which went ashore on the Paracels about a month ago, was yesterday offered for sale by auction as she lies on the north reef with all her gear, machinery, stores, coal, etc. The sale was conducted by Mr. G. P. Lammett in the auction room in Duddell Street. The highest offer was \$850, which was accepted the purchaser being Mr. Fred. Ellis, broker.

THE QUEUE CUTTING IN CHEFOO.

A correspondent at Chefoo writes to the *A.C. Daily News*:—Your Chefoo correspondent has sent you some information in regard to the effects of the efforts to remove queues by force. Not only was the Chamber of Commerce closed for two days, but many of the shops refused to take down their boards. More well-to-do Chinese have left the city for Dalny, Japan and Tsingtao than at any time during the revolution.

At present there are three Tutuhs in the Province and there are more soldiers here than are needed. Those from Manchuria are not desired, either here or in the cities from which they have come. The same is true of the soldiers from the south. I learn on good authority that large numbers of soldiers who were formerly along the Tientsin-Pukou Railway, are en route to this place. This adds to the consternation of the people.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

TOKYO'S GRIEF.

LONDON, July 29th.

Reuter's correspondent at Tokyo telegraphs that at three o'clock on Sunday afternoon it was known that the Emperor was rapidly sinking. The Crown Prince was summoned, and other members of the Royal Family kept constant watch.

Dense crowds have been outside the Palace during the past week praying night and day for the recovery of His Majesty, the sights being most pathetic. Throughout the city, too, shrines and temples are constantly thronged by praying citizens. In the geisha quarters the *saiban* is no longer heard, and despite the Minister of the Interior ordering the re-opening of the pleasure resorts, as their closing is contrary to Imperial wishes, theatres, etc., remain closed, the actors, actresses, geishas and wrestlers swelling the reverent and anxious throng around the Palace.

AFFAIRS IN CHINESE TURKESTAN.

BURNING AND LOOTING AT KHOTAN.

LONDON, July 29th.

Reuter's correspondent at St. Petersburg telegraphs that a message has been received there to the effect that a great fire took place at Khotan in Turkestan, in which 4,000 houses and warehouses were destroyed. The so-called popular militia caused the fire and looted everything.

TROUBLED TURKEY.

LONDON, July 29th.

A message from Constantinople states that up till now there has been no sign of any attempt to execute the threat to forcibly dissolve the Chamber, which is sitting undisturbed.

LATER.

The Government has submitted to the Sultan a list of persons exiled and imprisoned by the late court-martial with a view to an amnesty.

LATER.

The Cabinet has decided to secure a dissolution of the Chamber by legal means.

LABOUR PARTY AMBITIONS.

LONDON, July 29th.

Mr. Anderson, Chairman of the Independent Labour Party, in a speech at Bradford referring to the doubling of the Labour poll at Crewe, said that the Labour Party henceforth would fight every industrial seat where they were sufficiently organised, despite the protests of any one. It is anticipated that at the next election they will fight nearly 200 constituencies.

DOCKERS' STRIKE TO CONTINUE.

LONDON, July 29th.

A meeting of 30,000 dockers unanimously decided to refuse to return to work on the ground that that there were no guarantees that the masters would maintain the agreements entered into before the strike. It is announced that there were sufficient funds to feed the women and children for three weeks.

BRITISH MEDITERRANEAN FLEET.

LONDON, July 29th.

The *Times* states that the reinforcement of the torpedo flotilla at Malta will consist of twenty boats. These have already been selected.

RIOTING IN AMERICAN MINING DISTRICT.

LONDON, July 29th.

Communication with Paint Creek has been restored. One miner was killed. Many shots were fired, but nobody else was injured.

A Chinese boy, 14 years of age, who was convicted at the Magistracy yesterday of having snatched a bangle from a baby's wrist, was ordered to receive 12 strokes with the birch and to be detained for 24 hours.

[THROUGH REUTER'S AGENCY.]

PIER DISASTER ON THE BALTIC COAST.

MANY LIVES LOST.

LONDON, July 29th.

While crowds were awaiting the arrival of steamers at Binz, Ruegen Island, on the Baltic Sea, the balustrade of the pier broke and over a hundred persons were precipitated into the water.

The majority were saved, but many were drowned. Already fourteen bodies have been recovered.

THE ATROCITIES AT PUTUMAYO.

ACTION BY THE GOVERNMENT OF PERU.

LONDON, July 29th.

A cable from Lima states that the President of Peru has sent to Congress the British representations concerning the atrocities at Putumayo, and states that his own Government has sent a Commission to investigate the crimes, to punish the offenders and to prepare a general scheme of reforms.

SUPREME COURT.

Monday, July 29th.

IN APPELLATE JURISDICTION.

BEFORE THE FULL COURT.

A FIRE INSURANCE CLAIM.

Their Lordships the Chief Justice (Hon. Mr. W. Rees Davies, K.C.), and the Puisne Judge (Mr. H. H. J. Gompertz) sat to hear an appeal lodged by the Wah Cheong Loong Kee, who were the plaintiffs in a recent action against the Prussian National Insurance Company of Stettin, from whom they claimed \$22,000 due on a fire insurance policy.

Hon. Mr. H. E. Pollock, K.C., and Hon. Mr. C. G. Alabaster, instructed by Mr. Shenton, of Messrs. Deacon, Looker & Deacon, appeared for the respondents, an appearance not being entered by appellants.

Hon. Mr. Pollock asked that the plaintiffs' motion in this action, of which notice was filed on the 28th June last, might not be heard until the plaintiffs had paid to the defendants the taxed costs as between party and party of and incidental to the recent trial of this action before his Lordship the Chief Justice and a special jury; and until the plaintiffs had given security for the costs of their said motion and that in default of the said costs being paid and the said security being given on or before the 31st August next, or in the event of the plaintiffs making such default in either of the said matters, the plaintiffs' motion to stand dismissed without further order. Also that the costs of the motion be taxed and paid by the plaintiffs to the defendants.

Mr. Pollock said the appellants in the motion did not appear, and from a letter received by Messrs. Deacon, Looker & Deacon, on Saturday morning, their Lordships would see that the Wah Cheong Loong Kee did not intend to appear at the hearing of the motion. He would direct their Lordships' attention to the notice of motion filed on the 3rd July. It was filed after the plaintiffs had given notice of motion by way of appeal in the matter heard before his Lordship the Chief Justice and a special jury. That notice was filed on the 28th June, and in that notice of motion it was asked that the judgment be set aside and also asked for a new trial. He now asked for the taxed costs to be paid by the plaintiffs to the defendants, and also that the costs of the new trial be paid into Court before the motion be allowed.

The Puisne Judge—Would a security for costs be enough? Mr. Pollock—I would ask your Lordships for both. We are entitled to ask your Lordship to make such order as may seem to the Court to be just. The only question is this—whether your Lordships in your discretion think it just that the plaintiffs should harass us with further proceedings before they have paid up the costs of the very protracted proceedings before your Lordship and a special jury, which lasted nine days, and in which the plaintiffs could not possibly contend that their case was not properly and fully investigated. It is a matter for the Court to say whether it is just that the plaintiffs should be allowed to bring this matter before the Court without putting up the costs in the former action.

The Puisne Judge—Why don't you issue a writ of execution for the arrest of the plaintiffs? Mr. Pollock—There is nothing to levy on, and besides we cannot find them. The affidavit of Mr. Lo Man Kai, interpreter to Messrs. Deacon, Looker & Deacon, proves that he can nowhere be found. Their Lordships made the order for security for costs of action on or before 31st August next, failing the plaintiffs' motion to be dismissed. The defendants' motion, subject to the order for security of costs to the plaintiffs, was adjourned sine die. The costs of this motion were to be taxed and paid by the plaintiffs to the defendants.

Later Japanese papers mention that shortly after the said incident, the Indo-China Steam Navigation Co. paid to the families of the men who lost their lives 320 yen each, besides providing a new steam launch in lieu of the one sunk.

The salvage work of the British cruiser *Bedford*, which sank two years ago off Quelpart Island, was undertaken by Mr. Suzuki, a contractor in Yokohama, in the autumn of 1910. Owing, however, to the rough seas, says the *Scout Press* the result has so far been anything but satisfactory. During last winter the work was entirely suspended on account of the unfavourable weather, but operations were resumed in May last, and have since been continuously carried on. It is said that since the work was begun, brass and iron valued at Y. 6,230 and Y. 14,018 respectively have been recovered.

THE "KUTSANG" CASE AT KOBE.

The *Japan Chronicle* has the following comments on this case:—

Those who read the report of the *Kutsang* case will no doubt feel much sympathy for the position of Mr. J. A. C. Taylor, who has been ordered to pay a fine of 500 yen or undergo 250 days' imprisonment. The charge against him, it will be remembered, was on gross negligence resulting in the drowning of seven men. The Court took the view that Mr. Taylor was responsible for the accident inasmuch as he rang the signal for the "stand-by" order, which started the trial revolution of the propeller, when he must have been aware of the fact that a steam-launch and a tugboat were close to the propeller at the time. It is doubtful if the evidence can be said to afford proof of this contention. Mr. Taylor had every reason to be satisfied that all was clear when he inspected the stern of the ship; and it was after he had left the poop that the ill-fated craft came within the danger zone. While it is true that no such accident would have occurred if Mr. Taylor had remained on the poop, and that he was compelled to make such a report in accordance with his duties, for, in the absence of the third officer, he had to fulfil two important functions. Had a third officer been on board at the time, it would not have been necessary for Mr. Taylor to leave his station, for he could have signalled to the third officer on the bridge that all was clear or the contrary. It is evident, therefore, that if anyone was to blame it was not the second officer, the vessel not having sufficient officers.

The death of seven men is a very serious matter, and it is clear that no pains should be considered too great to fix the blame on the party responsible. It is absurd to argue that the lighter coxies were to blame for getting in the way. If the ship were steaming in to port and the tugboat came within reach of the propeller, despite all warnings, then such an argument might have some weight. But the circumstances in this case were different. The *Kutsang* was stationary, and was not expected to leave port for another hour. How were the coxies to know that the engines were to start without any warning being given? It is clear on the face of it that the ship should have maintained a proper lookout on the poop until all possible danger was over, and this, as was admitted by the Captain and first and second officers, was not done because there were not sufficient officers on board at the time; they had to content themselves with doing the best they could in the circumstances. This naturally gives rise to the question, why was no other member of the crew told off to hold the station during the absence from the poop of the second officer? Would not a quartermaster have done just as well? Was there no boatswain on board sufficiently competent to wave a red flag to the tugboat in the event of danger—in the event, that is to say, of a small boat coming within reach of the propeller's action? Nothing of the sort was done. Hence the unhappy loss of seven lives.

But even so, we think the Procurator went too far when he said that foreign navigators were prone to look upon Japanese coxies as little better than animals, and therefore the officers on board the *Kutsang* took no particular account of the loss of life which occurred on May 7th last. This was simply an appeal to prejudice, and was not justified by anything that took place. All who know Captain Bradley or his officers will be aware that they are not likely to be callous of the loss of human life. No boat was lowered because the men who remained afloat and could swim were all being picked up by the surrounding craft; in fact the Captain was only just in time to see the last man hauled out of the water on to a launch; with the exception of those who sank the men were safe on board the various craft in the vicinity when he reached the stern. Of course it may be argued that a boat could still have been launched to search for the men who had gone down, and we think it is a pity something of the sort was not done. But with so many boats about, we presume the Captain deemed it unnecessary to lower one of his own boats. Even so, it is a pity a boat was not launched, for as a result of this omission the Captain and his officers have drawn upon themselves a reproach which we think is quite unjustified. Apart from this, however, it will be agreed that the Court had considerable reason for putting the blame for the disaster upon the ship. The Judge who presided was very painstaking in the taking of evidence; moreover, the Court got through the case with promptitude and dispatch, and in this case there certainly can be no complaint of procrastination or delay. Though we think the blame should be put on the company and not on the officer, the penalty imposed cannot be considered excessive in view of the circumstances.

Later Japanese papers mention that shortly after the said incident, the Indo-China Steam Navigation Co. paid to the families of the men who lost their lives 320 yen each, besides providing a new steam launch in lieu of the one sunk.

The salvage work of the British cruiser *Bedford*, which sank two years ago off Quelpart Island, was undertaken by Mr. Suzuki, a contractor in Yokohama, in the autumn of 1910. Owing, however, to the rough seas, says the *Scout Press* the result has so far been anything but satisfactory. During last winter the work was entirely suspended on account of the unfavourable weather, but operations were resumed in May last, and have since been continuously carried on. It is said that since the work was begun, brass and iron valued at Y. 6,230 and Y. 14,018 respectively have been recovered.

THE PRESENT-DAY CANTON.

THE CITY REVISITED.

It is always interesting to revisit a city after an absence of many months, especially when, during the interval, many stirring events have occurred. Canton is at all times a place of the deepest interest and mystery, and the mystery and the interest seem to have increased tenfold during the past eight or nine months. The writer made his journey to the Provincial capital by rail, and a few words concerning it may not be without interest.

THE RAILWAY JOURNEY.

The ride through the New Territories is a delightful one. Once after another, the most entrancing views open out to the delighted eye, and surely one of the prettiest bits of scenery is that near Shatin, where the railway skirts the shore on the right, while on the left the frowning hills rear themselves towards the sky. When the train passes Tai Po, however, the scenery becomes much less interesting, and from this point until Canton is reached there is very little to see but an eternal succession of paddy-fields with ranges of hills in the background. On the frontier near Sam-Chun a camp of our Baluchi warriors overlooks into Chinese territory, and from the opposite side waves the new rainbow flag of the Republic. There is a startling difference when the train enters Chinese territory. The smart soldierly Sikh policemen at the stations on the British station are replaced by armed Chinese guards at Sam-Chun. These guards are a sight for the gods. At this particular station they were dressed in a uniform of some kind of blue dungaree, fitting where it touched in true Chinese military style. Some had boots and some sandals and some trod mother earth with their bare feet. All were armed with rifles and fixed bayonets, while each carried an astonishing number of cartridges bound round his chest and waist. Without exception, they were a wild, evil-looking set, and looking at their countenances one is at no loss to understand the outrages that have taken place in different parts of poor troubled Cathay when such men as these have suffered from any real or fancied grievance. They seemed to serve their purpose, however, for at all the stations everything was very orderly. The farther the train penetrated into the heart of the country the more unsoldier-like did these guards become. At one place there was not one of the men that had a complete uniform, and it was not until Canton itself was reached that anything like a military smartness was manifested. At certain parts along the line the paddy-fields bear witness to the late floods. In many places nothing but huge expanses of water were to be seen, and although the surplus fluid is rapidly draining off, there is no doubt that the crops have been severely injured and much damage done. The peasantry working along the line make one wonder all kinds of things. What a wretched existence these poor creatures must lead! Dirty, ragged, unkempt and ignorant, working up to the knees in slush and mud, they can know but little more of the joy of life than the patient buffaloes assisting them in their toil. The apathy depicted on the faces of the people, especially the women, is appalling; they appear to take no interest in anything; doubtless the toil for their daily food leaves them no leisure or desire to know what goes on in the great-world around them.

ARRIVAL IN CANTON.

The train arrived at Tai Sha Tau considerably more than half an hour late. The station was crowded with soldiers armed to the teeth and every native passenger was subjected to a searching and a severe scrutiny. This process did not appear to be carried out, any two gently either, and it is not difficult to understand with what ease a soldier can place an enemy in a dangerous position by merely breathing a few words of suspicion against him. The first noticeable thing after leaving the station is a range of temporary buildings acting as barracks and which appeared to be very full of men. At 7.30 p.m. the Bund and especially the eastern section of it seemed almost deserted except for a few sampan people and soldiers. Before the revolution the Bund was always crowded at this time of night; there were stalls innumerable and the place used to resemble a fair rather than a thoroughfare. All this appears to be changed, and although there were more people at the western end, it was far different from what it was in the old days. There is a strange indefinable change in the Canton streets of to-day. It is hard to say wherein this change lies, but it is evident to anyone who knew the city in past years. There appear to be fewer people out of doors; they appear to be graver than they were before and the

suspicion of one's neighbour—always so prevalent in China—seems to be increased.

ARMED MEN IN THE STREETS.

The number of armed men about the streets is astonishing. In addition to police armed with swords, there are at every street corner men armed with rifles, and small patrols can be seen everywhere. In the whole city there must be several thousand men under arms, not counting those who are encamped round about. The presence of all these men is somewhat surprising. What is it the authorities fear? Surely there are not so many "bad characters" even in Canton as to warrant this manifestation of force? Or is it that those in power feel that the people are not so enamoured of the new régime as they would have one to suppose and that all this armed force is absolutely necessary to preserve the existing Government? A European gentleman whose work is wholly among the Chinese remarked to the writer that there is more open grumbling and dissatisfaction with the existing state of affairs than there was under the old Government. It is not that the people are out of sympathy with republican principles, but that they feel that they are not getting the benefits they imagined would come with the departure of the Manchus. So many thought that with the exit of the latter would come a time of profound peace, a total suppression of armed robbery, piracy, lessened taxation, a vastly increased trade, a boom in native manufactures and work without stint for all, and in every one of these details the people have been disappointed.

RESENTMENT AGAINST REFORMS.

The people are galled, moreover, by many of the innovations brought in by the new Government, excellent though some of them are. There is considerable resentment against the regulations of the new rudimentary Sanitary Board—a man who has pitched his rubbish into the street for years does not like to be suddenly told he must put it into a proper receptacle. The interference in the religious and social ceremonies of the people is far from relished except by the more enlightened few—and let it be remembered that the enlightened are but a drop in the bucket when compared with the vast population of the province. The proposed debasement of Confucius from his exalted seat has caused a more than ordinary flutter in educational doctores, and thus both the enlightened and the unenlightened have a cause of complaint. The question of religion is one of peculiar interest just now. Old beliefs are being swept away; but what is to be substituted when the present wave of iconoclasm has passed? It is to be feared nothing but a gross materialism and self-satisfaction that makes the individual a god unto himself. Not long ago a Chinese youth brought to his English master an essay to correct and the subject was, "On the Limitation of the Power of God!" Little points like this show the trend of the thoughts of modern young China.

EXECUTIONS.

The horrible surfeit of executions, many of them barbarous and revolting, has also done much to shock the people, for although the average Chinese does not place a very high value on human life, there is a limit even to his callousness. If tales current in the city are true the number of reported executions is but a fraction of what have really taken place, and it is somewhat significant that Wu Hon Man has recently given orders that there shall be no more public executions.

THE FINANCIAL SITUATION.

The bank-note question in the city remains as acute as ever. Notes are only accepted at heavy discount and no one will touch them if he can avoid it. The multitudinous proclamations that have been issued concerning them seem but to have still further increased public distrust. The authorities are evidently hard put to it to make both ends meet and the Patriotic Subscription, though it has produced some thousands, has been by no means a success. To raise money the Government is said to be about to sell certain properties in the Old City that formerly belonged to the old Government. The financial question remains, and is likely to remain, the most difficult question the Government has to face. Most of the people are greatly opposed to foreign loans, but they can suggest no other means of raising the money that is so urgently needed.

EDUCATION.

There is a grand scheme for compulsory and, in the case of the poor, free education on hand, but where the money is to come from to finance the proposed schools is a mystery. Regarding this scheme some very peculiar rumours are current in the city to the effect that children under it may be drafted into other provinces to be taken from their parents, and that before long children will be forcibly removed from their homes and placed in the Government schools. This may

account for the high average attendance at many of the Hongkong schools, the boys being probably afraid to go back to their villages.

WANT OF CONFIDENCE.

The various associations and societies are still busy at their usual scheming and contribute in no small measure to the prevailing want of confidence. It is said that very uncomplimentary reports regarding even Sun Yat-sen's conduct in the province have been sent to Peking, while Wu Hon Man is said to be very much at variance with his advisers. While there is no saying how much truth there is in these statements they are by no means improbable, for many of the societies who are responsible for this kind of thing are at war to the knife with each other, and the fact that one society supports an official will be quite sufficient to secure his condemnation from another.

SHAMEEN.

Shameen still possesses its sandbag forts, barbed wires and Baluchis, and in the maintenance of these safeguards the Consular authorities are doubtless wise. The Chinese seem much annoyed at the presence of our Indians, however, and uncomplimentary things are being said about the British for bringing them there. As an example of the astonishing tales that circulate among the Chinese, the following may not be without interest. According to them the British live in great fear of the Indians and therefore do not allow any man to marry until he is 50 years of age so that the number of children may be small and the danger consequently less. Also when Britain goes to war she always sends the Indian soldiers first so that as many may be killed as possible.

ANTI-REVOLUTION FEARED.

The rumours of an expected anti-revolution are still being heard, and that there is an anti-government if not anti-republican organisation is without doubt a fact. Many attempts to smuggle arms into the city have been made and quite a large haul of ammunition was made by the authorities not many days ago.

EUROPEAN DRESS AND BLUE GOGGLES.

The craze for European clothing appears to have bitten pretty deeply into the Cantonese, if one may judge by the number of shops bearing the magic sign *number 1* (foreign clothes). Some of these shops contain lay figures dressed in what they fondly suppose to be the height of European style. In a street near the railway ferry there is one with a black frock-coat, khaki trousers, collars and red tie, straw hat containing a large button ornamented with a likeness (?) of Sun Yat-sen and the whole nicely set off with a pair of blue goggles. Many of the girls have also modified their style of coiffure, but I saw none so stylish as those to be daily seen in the streets of this Colony. Why is it that good-looking Chinese girls in Canton as well as here persist in disfiguring themselves with the atrocious blue goggles above mentioned?

CHANGING SOCIAL CUSTOMS.

It is said that many ladies are now to be seen in company with their husbands and male relatives and that men and women visit public places together. At present this is not looked upon with any great amount of approbation, for while one section disapproves it as injudicious to allow too much freedom to females, another ridicules it and contemptuously enquires why Chinese can so demean themselves as to *look fan k'wei k'ei*, or imitate a foreign custom. It is, however, that some of the prudish customs of these people became a thing of the past, and when a man is no longer ashamed of being seen in company with his wife or sisters he probably will in time become ashamed to seek female society among the ranks of the *démimonde*.

"HISTORY" OF THE REVOLUTION.

What a wonderful history this old city has had, what ups and downs, what times of rejoicing, what times of frenzied hate, what genes of blood and fight! If anyone wishes to read a stirring tale he should get a copy of the book the literal title of which is "The Three Days' Killing." It tells how that when the ruthless Bannermen from the north sacked the city they killed high upon a million in the strife. It tells how a heroic monk raised eighteen gates in a series of fortifications in the west of the city to keep out the invaders, and how one by one the gates fell before the might of the conquerors. The spaces between these gates are still called *P'ei*, such as Shap Pat *P'ei*, and it tells how the carnage ceased through weariness at a spot now known as *Tse Yan Lane*, or Thankfulness Lane.

If over the complete history of the part Canton played in the revolution comes to be written some queer stories will doubtless be told. "Wheels within wheels" is but a faint simile to illustrate the mazes of Cantonese politics. Troublesome days are doubtless ahead, but one may take heart of grace and remember that the old city with its romance and mystery, its craft and wickedness, has come safely out of many a terrible ordeal and will doubtless emerge triumphant from its present flood of difficulties.

A. G. B.

THE UNIVERSITIES OF THE EMPIRE.

ADDRESSES BY MR. BALFOUR AND SIR F. D. LUGARD.

Mr. Balfour, presiding at the afternoon sitting of the Congress of Universities of the Empire on the 4th inst., said the nature of the difficulty with which it was specially proposed to deal that afternoon would become apparent to everybody who put aside our ordinary current form of speech and remembered, what every one of them knew, that education was something much more than intellectual training or the acquisition of the whole man. They were allowed to forget this with relative impunity in Western Universities, because, in fact, the general training of the young was only in part carried out by the official teacher. In this country they knew that the most important part of their training at the school or University was due to the collision of minds between the boys or the undergraduates. They did not have it brought home to them here with the same insistence that it was brought home to the teachers in Oriental Universities, that there was and must be a collision—not an irreconcilable collision—between the growth of scientific knowledge in all its branches and the traditions, beliefs, customs, which, after all, were the great moulding forces of social man. In the

case of the change of knowledge and the change of tradition had gone on by relatively small degrees. There had been in every case mutual adjustment; and the difficulties were hardly to be mentioned with those which necessarily came upon them when they brought in upon a society, unprepared with the long training they had gone through, generation after generation, the full stress and weight of modern scientific, critical, and industrial knowledge. He did not know that anybody, whatever his views might be upon education at large on the function which spiritual ideals and ancient custom had upon that training, was likely to underestimate the violence of the effect which this sudden contrast must produce upon an ancient and a civilized country. This modern knowledge, he remembered, was not a thing which could be ignored or neglected in the East, for it came to them with all the enormous prestige which naturally resulted from great material success. How, then, were they going to diminish the shock which this sudden invasion of a wholly alien learning must have upon the cultured society of the East? Any catastrophic change in the environment of an organism was about to inflict great injury upon the organism, even perhaps to destroy it altogether. On the other hand, if the change, however great, were gradual, if the organism was given an opportunity of making its own changes in correspondence with the change of environment, there was no reason why it should not flourish as greatly in the new as it did in the old surroundings. Here they were forced, however, to go through a gradual process, in the East, what we had got to by a gradual process in the West, which was suddenly carried full-fledged, unchanged, and planted down, as it were, in these new surroundings. He did not profess even to suggest a solution of the problem; but there were certain methods which might be indicated that afternoon of mitigating dangers and difficulties inevitably incidental to what in the main would, he hoped, prove to be a great and beneficial revolution, but which in its inception and progress was not without danger to characteristics was not without danger to some of the best and highest interests of the great Oriental races. (Cheers.)

MR. LUGARD, Chancellor of the University of Hongkong, considered the problem of the education of Orientals, which was recently stated in the following terms by *The Times*:—"Can Western education divorced from all religious teaching supply a code of morality to take the place of the ancient indigenous codes of which a purely secular education tends to sap the inherited religious basis?" In opening the University of Hongkong they had to consider whether it was possible to obtain the powerful aid which the spiritual and emotional side of a young man's nature—without any form of compulsion. They proposed to meet that difficulty by allowing religious bodies to establish hostels, with facilities for teaching the Christian or other religions; by bringing the best influences to bear on the remaining students; and by carefully selecting the text-books, etc., so as to hold up the example of the lives of great men, whether of Eastern or Western origin, as models of high standards of life and high ideals. But he personally was not at all sure that even these precautions were but palliatives, and that what was required was that those who were engaged in the teaching of Orientals should adapt their methods to the requirements of the East instead of attempting to foist upon the East a system identical with that which in the West had by the process of natural evolution proved its adaptability to the particular circumstances of the West.

Sir Theodore Morrison, member of the Council of India, said the much-abused secular education in India, especially on the moral side, had not been a failure at all; on the contrary, it had been a splendid success. (Cheers.) It was universally acknowledged that it was English education which had freed the public services from corruption, and immensely raised the standard of honesty in professional life. The proof of that was to be found in the great movements of social reform which were transforming and elevating the whole of Indian society. A paper on the whole of Indian society, by Dr. J. C. B. Ewing, Vice-Chancellor of Punjab University, and the other speakers, included Sir Thomas Raleigh, member of the Council of India, the Hon. Devaprasad Saravdhikary (Calcutta University), and the Rev. J. M. Russell (Madras University).

RESIDENTIAL COLLEGES AND HOSTELS. Mr. E. B. Sargent, member of the Royal Commission on University Education in London, read a paper on residential facilities, including colleges and hostels, in connection with Universities.

Professor Geddes strongly deprecated the present tendency in some quarters to establish separate hostels, under authority, some for teachers, others for students of divinity, of law or medicine, or even mainly for undergraduates alone, as of narrowing and weakening tendency. Experience of 25 years of University halls in Edinburgh and of five in the kindred hall at Chelsea had fully justified their self-governing method and constitution—that of inviting residents of all faculties and of very various ages, with as large as possible a proportion of graduates as well as of undergraduates, and even of senior men already in the practice of their professions. Such a group, however small, thus becomes from the first the beginning of a veritable college for its University.

DR. MORRISON'S REMARKABLE LIBRARY.

It is stated that the Chinese Government are contemplating the purchase of the unique library possessed by Dr. Morrison at Peking, who is shortly resigning his connection with the *Times* and returning to Australia. The library is said to be valued at £40,000.

From a long description of the library recently written by the Peking correspondent of the *N. C. Daily News* we take the following:—Dr. Morrison began buying over twenty years ago, long before he had any definite idea of coming to China, and when books dealing with the Celestial Empire were a drug in the market. Since joining *The Times* in 1897 he has systematically purchased every available book on China in every language and has constantly searched the book catalogues of the world for books relating to it. The collection includes works on China, Tibet, Mongolia, Kashgaria, Siberia, Korea, Formosa, and the neighbours of China, and a comprehensive set of works on Central Asia and the rivalry between Great Britain and Russia on the western frontiers of China.

A POLYGLOT COLLECTION. There are books in twenty languages, including English, French, German, Russian, Finnish, Dutch, Danish, Swedish, Norwegian, Italian, Latin, Spanish, Portuguese, Turkish, Arabic, and Hebrew. Dictionaries alone number more than 400, including the early vocabulary of Mentzel, published in 1685, giving a Latin translation of the characters of the Nestorian tablet; the *Lexicon* dictionary completed in 1724, by Fernandez Serrano, a learned Jesuit priest resident in Changtzu, the *Ms. dictionary* used by Sir John Barrow, who was attached to Lord Macartney's Embassy to China in 1793; and many other such rarities, together with a remarkable collection of dictionaries in foreign languages dealing with Mongol, Tibetan, Manchu, Buriat, and Turki. There is a complete list of the Turkish books upon China. These deal chiefly with Islamism, and were presented to Dr. Morrison by the Hon. W. W. Rockhill, American Ambassador in Constantinople.

The collection is rich in volumes that possess special interest by reason of the marginal notes inscribed by authors or successive owners, or famous libraries, such as the Beckford, the Duke of Hamilton's, the Duke of Norfolk's, or the Duke of Cambridge's. It contains the "Voyage à Pékin" by M. de Guignes, with the album of plates in duplicate, one coloured and one plain, the former painted by the author himself, specially bound, and accompanied by a long letter of dedication for presentation to Talleyrand. Of Marco Polo there are forty-one editions, including the excessively rare first edition of 1496 in Italian; the almost equally rare edition of 1509, also in Italian; and other editions of the 17th century. There is the first French edition, the first English, and the first German, as well as what is believed to be a complete set of all modern editions, even that in Danish. The set of Mendez Pinto contains the very rare first edition of 1614 in Portuguese, also the first Spanish edition and the first English.

THE HANKOW SHOOTING CASE.

THE TRIAL OF HUNZE.

The following additional details of the Hankow shooting case are published by the *Central China Post*:—

Karl Hunze, who wounded three Chinese by shooting during the riot at the Tachihmen on July 3rd, was tried in the German Consular Court on the 18th. He was convicted and sentenced to six months' imprisonment at Tsingtao. In addition he was ordered to pay, as compensation to the wounded Chinese, \$75 to Tao Yun-tien and \$5 to Tsai Kwang-yu. The trial took place before Vice-Consul Klotz and four assessors, Messrs. G. Klotz, F. Muller, F. Bahnsen and O. Klein. Dr. N. L. Chang was present with an interpreter as representative of the Wuchang Government.

The prisoner admitted the shooting. He described how he had been in the house at Messrs. Carlowitz & Co.'s hides department on the night when the riot began. He had been fearing trouble, having dismissed a blacksmith from service the preceding day. As stones flew about the building he believed the house was being attacked. That was the reason for his firing.

Most of the other evidence was formal. C. Grapow, Superintendent of Police told of the arrest of Hunze and of the statement he made the morning after the riot. Three of Hunze's fellow workers stated that they had been out on the night in question. On returning they found the Chinese in the neighbourhood excited. The Chinese witnesses showed no eagerness to tell what they knew of the affair. They had heard a little noise, but had been so busy with their various duties that they had taken no notice until three of them were touched by bullets. The three German bluejackets, Domke, Jesse and Strung, whose altercation with ricksha coolies was the beginning of the trouble also gave evidence. Domke stated that, when the riot became serious he tried to enter the Alhambra Bar for refuge, but the door was closed on him by a woman on the premises. He was roughly handled by the crowd until a party of Chinese police rescued him. Evidence corroborating this statement was given by two foreign women residing near by.

INTIMATIONS

SIX YEARS' ITCHING TORTURE CURED

Face and Arms Covered with Eczema. Suffered Immortal Agony. Cuticura Soap and Ointment Effected a Complete Cure in Three Weeks.

"It gives me great pleasure to bear testimony to the marvelous healing properties of Cuticura Soap and Cuticura Ointment. I owe them a debt of gratitude for my complete cure from six years' itching torture of eczema. My arms and face were covered and doctors said it was incurable. I used to dread work for then I got very hot and itched terribly and my arms swelled so at night that I could hardly rest. Then I read the offer of samples of Cuticura Soap and Ointment in the paper, which I advise all skin-sufferers to apply for. Before I tried Cuticura Soap and Ointment I suffered immortal agony but after the sample had relieved me of the itching, I kept on with the treatment for three weeks and it effected a complete cure when doctors had pronounced it hopeless. Cuticura Soap and Ointment are a national boon and a great relief to all who suffer from diseases of the skin. I am a constant user of the Cuticura Soap, and the Cuticura Soap and Ointment are surely invaluable remedies for eczema from which I was a great sufferer until I tried the Cuticura Soap and Ointment." (Signed) Frank Evans, Barco Hill, Beaumaris, Isle of Anglesey, N. Wales, July 23, 1911.

Cuticura Soap and Cuticura Ointment afford the speediest and most economical treatment for skin and scalp humors, of young and old. A single set is often sufficient. Although Cuticura Soap and Ointment are sold throughout the world, a liberal sample of each, with 32-p. book may be had, post-free, from nearest depot: F. Newbery & Sons, 27, Charterhouse Sq., London; R. Towns & Co., Sydney; N. S. W. Lennan, Ltd., Cape Town; Muller, Maclean & Co., Calcutta; and Bombay; Potter D. & Co. Corp., Boston, U.S.A.

89-17

Chs. J. Gaupp & Co.,

ALEXANDRA BUILDINGS, CHATEL ROAD.

Always have on hand a very large complete stock of

SCIENTIFIC AND SURVEYING INSTRUMENTS

(Transits, Levels, Plane Tables, Prismatic and Sight Compasses, Hand Levels, &c., &c.) also

DRAWING INSTRUMENTS AND MATERIAL

(T Squares, Set Squares, Straight Edges. Scales, Inks, &c., &c.)

AGENTS FOR—

W. F. STANLEY & Co., LTD., LONDON.

E. R. WATTS & SON, LTD., LONDON.

WE ELIMINATE GUESSWORK BY USING THE LATEST AND MOST SCIENTIFIC APPLIANCES

in testing the sight for glasses. Your eyesight is the most precious of your senses and you cannot afford to jeopardize it by using incorrect lenses or ill-fitting frames. We are competent professionally, and we have the equipment to satisfy ourselves and to satisfy YOU what is best for your eyes. If a physician is needed we will so advise you. Lenses ground and polished on the premises.

LARK & Co. SCIENTIFIC OPTICIANS YORK BLDGS. CHATEL RD. HONGKONG.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 32. Telephone No. 12.

Telegraphic Address: PRESS.

Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

WANTED.

BY EUROPEAN FIRM doing large business in Imports and Exports, a COMPEADORE. Cash Security of at least \$50,000 required.

Apply to— A. B.,
Hongkong, 30th July, 1912. [948]

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"ARCADIA,"
Captain S. Barnham, will leave for Shanghai on THURSDAY, the 1st August, at 5 p.m.

For Freight or Passage, apply to
H. W. D. SHALLARD,
Acting Superintendent.
Hongkong, 30th July, 1912. [1]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT is now ready and contains:

Far Eastern News.
Leading Articles:—
The Future of the Pacific.
Chinese Statistics.
Russian Treaty Engagements in China.
The Loan Negotiations.
Naval Rivalry.
The Opium Question.
Political Party Strife in China.
Random Reflections.
Hongkong News.
Local Sport.
Fighting in Tongkoon.
Crops in the Yangtze Valley.
Hotel Rivalry on the Harbour.
A Koko Shipping Accident.
The Charge Against an American.
The Morphine Case.
Alleged Harbour Thefts.
H.E. the Governor's Staff.
The Russian Far Eastern Ports.
The Republic of China.
Death of Mr. H. Ollerodsen of Shanghai.
Great Fire at Shanghai.
Opium in Yunnan.
Manila Milk Condensed.
Shamoon Municipal Council.
Post Office Embellishment Case at Macao.
Trade and Finance in China.
Shanghai Trade.
Foreign Trade of the Philippines.
Hongkong, Canton and Macao Steamboat Co., Ltd.
The University Hostel of the Church Missionary Society.
The Interport Shoot.
The Siberian Mail.
Bishop Lander on China and her People.
Suicide of a European.
The Indo-China Steam Navigation Co., Ltd.
The Rising Port of Kwang Chau Wan.
New Japanese Emigration Scheme.
Supreme Court.
Company Meeting:—
Star Ferry Co.
Hongkong, Canton and Macao Steamboat Co., Ltd.
Wireless in Siberia.
Steam Trawling in China.
Correspondence.
The Chinese Address to H.M. the King.
Our Typhoons.
The Joseph Chamberlain Birthday Shilling Fund.
The Proposed Chinese Loan.
Reviews.
The French Mail Service.
Commercial.
Shipping.
Shipping.

Extra copies 30 cents each. Cash.
Copies can be posted from this Office to addresses sent; including postage, 34 cents each.

\$1 Cash for three copies.
Subscription: \$12 per annum, payable in advance; postage \$2.
Hongkong, 30th July, 1912.

WANTED.

A FIRST CLASS ARCHITECTURAL DRAUGHTSMAN with Sound Knowledge of Design and Construction. Permanency and Good Prospects for Able Man. With giving full particulars of age, experience, qualifications and Salary required to—
Box No. 57,
Care of "Daily Press" Office.
Hongkong, 27th July, 1912. [942]

WANTED.

ASSISTANT for an ABRATED WATER FACTORY; some Knowledge of Machinery, and Experience in Handling Chinese Labour essential.
Apply— Care of "Daily Press" Office.
Hongkong, 27th July, 1912. [943]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyances to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

[423]

PUBLIC COMPANIES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE TRANSFER BOOKS of the Company will be CLOSED from TO-DAY, the 11th July, to THURSDAY, the 1st August, 1912 (both days inclusive) during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong 11th July, 1912. [902]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETY-SECOND ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Manukong, TUESDAY, the 6th August, at 12 o'clock Noon, for the purpose of receiving a Report of Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd July to 6th August, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.
Hongkong, 12th July, 1912. [905]

INTIMATIONS

SHANGHAI CLUB.

APPLICATIONS are invited for the post of SECRETARY to the Club. The Secretary is not allowed to be a Member of the Club. Preference will be given to an applicant who is willing to reside in the Club, but the Committee are prepared to consider proposals to combine the work of Secretary with outside work.

Apply by letter only, addressed to—
THE CHAIRMAN,
SHANGHAI CLUB.
Shanghai, 20th July, 1912. [936]

NOTICE.

HONGKONG AND CHINA GAS CO., LIMITED.

THE unexpectedly large demand for GAS COOKING STOVES has exhausted the Company's stock of New Stoves.

More are being telegraphed for, and intending customers for same are requested to furnish their names and addresses to the Company so that no undue delay will arise in fixing the stoves when they arrive.

GEORGE CURRY,
Local Secretary.
Gas Office, Hongkong.
9th July, 1912. [956]

IN THE MATTER of the COMPANIES' ORDINANCE No. 1 of 1905,
and
IN THE MATTER of GEO. FENWICK and COMPANY, LIMITED,
(IN LIQUIDATION).

NOTICE IS HEREBY GIVEN in pursuance of Section 176 of the Companies Ordinance No. 1 of 1905 that a GENERAL MEETING of Members of the above-named Company will be held at the Office of the Liquidators, No. 5, Queen's Road Central, First Floor, at 12 o'clock Noon on WEDNESDAY, the 31st July, 1912, for the purposes provided for in the said Section.

PERCY SMITH, BETH & FLEMING,
Liquidators,
5, Queen's Road Central.
Hongkong, 19th July, 1912. [922]

"WHEN IN DOUBT PLAY TRUMPS."

OUR "HALF PRICE OFFER," suggested by the recent POLICE RAID ON NEWSBOYS, will remain in force for a few days only.

If in doubt, settle the matter at once by sending in your name to be added to our subscription list before it is too late to secure the reduced rate—\$1.50 per month.

THE HONGKONG TELEGRAPH.
Hongkong, 26th July, 1912. 937

For a Change

AUSTRALIAN LAMB.

You will be delighted with the result.

THE

DAIRY FARM CO., LTD.

[30]

INTIMATIONS

LANE, CRAWFORD & Co.

TELEPHONE 97.

FURNISHING DEPT.

JUST RECEIVED:

LACE CURTAINS

and

MADRAS MUSLINS

IN NEW DESIGNS.

CASEMENT CLOTHS

THE LATEST SHADES.

ART LINENS

AND

CRETONNES

SEND FOR PATTERNS.

LANE, CRAWFORD & CO.

[51]

AUCTION

G. R.
PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on TUESDAY, the 6th day of August, 1912, at 3 p.m., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the GOVERNOR, of Two Lots of CROWN LAND below Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at CROWN RENTS, to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years.

PARTICULARS OF THE LOTS.

No. of Lots	Locality	Boundary Measurements.	Contents	Approx. Area	Approx. Value
1	Lot 1	100 feet by 100 feet	10,000 sq. feet	10,000	1,000
2	Lot 2	100 feet by 100 feet	10,000 sq. feet	10,000	1,000

FOR SALE

FOR SALE OR TO LET.
Furnished or Unfurnished.

"LEWKNOR" No. 116, The PEAK.
Full Particulars of Price or Rent can be obtained from—
Messrs. JOHNSON, STOKES & MASTER,
Solicitors,
Prince's Buildings, 100 House Street,
Hongkong, 26th July, 1912. [939]

GRACA & CO.

PRINCE ST. (Hongkong Hotel Building),
Dealers in
POSTAGE STAMPS, VIEW POST
CARDS, FLOWER SEEDS,
CIGARS, BOOKS, TOYS, &c.
Just Received a Fine Selection of
BABY DOLLS
with
CHINESE DRESSES. 868

NOTHING BETTER FOR THE SEASON!
JUST RECEIVED.

STYLISH Bathing Dresses and Caps.
Finest Voiles, Striped, Flowers and Fancy.
Finest Muslins, Plain and Dotted.
Embroidered Materials, &c., &c.
You will find our range incomparable for Quality, Style and Prices.

HOOSAIN-ALI & Co.,
No. 14, Queen's Road Central,
Corner of Zetland Street, Hongkong.
Hongkong, 13th May, 1912. [50]

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000
RESERVE FUNDS ... \$15,000,000
STRIKING ... \$15,000,000
SILVER ... \$15,000,000

RESERVE LIABILITY OF PROP'ORS \$15,000,000

GOVERNMENT OF DIRECTORS.
E. SHILLAM, Esq., Chairman.
F. H. ARRESTON, Esq., Deputy Chairman.
Andrew Forbes, Esq.
G. F. FRIEDLAND, Esq.
G. B. GUBBAY, Esq.
G. R. LAURENS, Esq.
F. LIEB, Esq.

CHIEF MANAGER:
Hongkong—N. J. STABB.

ACTING MANAGER:
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.
On Fixed Deposits.
For 3 months, 2½ per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4 per cent. per annum.

N. J. STABB,
Chief Manager.
Hongkong, 23rd May, 1912. [19]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL ... \$1,200,000
RESERVE FUND ... \$1,200,000
RESERVE LIABILITY OF PROPRIETORS ... \$1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,
Manager.
Hongkong, 12th April, 1912. [133]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... \$1,500,000
SUBSCRIBED ... \$1,250,000
PAID UP ... \$1,250,000
RESERVE FUND ... \$250,000

HEAD OFFICE:
40, Threadneedle Street, LONDON, E.C.

BRANCHES:
Bombay, Calcutta, Ceylon, Hongkong, Madras, Manila, Penang, Rangoon, Singapore, Siam, Tientsin, Yokohama.

AGENTS IN JAPAN:
Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS:
LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.
INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. O. MACDONALD,
Manager.
Hongkong, 29th March, 1912. [909]

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NEDERLANDS INDIA COMMERCIAL BANK).
ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (\$1,250,000).
Paid up Capital Fl. 12,401,050 (\$1,033,421).
Reserve Fund Fl. 3,252,157.01 (\$271,013).

HEAD OFFICE: AMSTERDAM.
HEAD AGENT: BATAVIA.

LONDON BANKERS:
THE WILLIAMS & WATSON BANK, SWISS BANKING CO.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—
12 months 4½ per annum.
6 do. 3½ do.
3 do. 3 do.
E. J. H. VAN DELDEN, Acting Manager,
No. 8, Des Voeux Road Central,
Hongkong, 17th May, 1912. [22]

THE SPECIE BANK LIMITED.

AUTHORIZED CAPITAL ... Yen 48,000,000
PAID-UP CAPITAL ... Yen 30,000,000
RESERVE FUND ... Yen 17,500,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at:
Antung-Hsien, Liao-Yang, Ryojun (Port Arthur), Calcutta, London, San Francisco, Bombay, Lyons, Shanghai, Changchun, Nagasaki, Tientsin, Dairen (Dalny), Newchwang, Hankow, Fungtien (Mukden), New York, Tokyo, Hankow, Osaka, Kobe.

INTEREST ALLOWED ON CURRENT ACCOUNTS.
Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI,
Manager.
Hongkong, 1st April, 1912. [443]

ENTERTAINMENT

VICTORIA THEATRE.

Two Performances:
7.15 P.M.—PICTURES ONLY—7.15 P.M.:
9.15—PICTURES AND ARTISTS—

THE GREAT TRAGICAL PICTURE FOR A FEW NIGHTS, "ROMEO AND JULIET."

THE GREAT WEEK OF PICTURES, BANDITS OF PARIS, TORMENT, FORGIVENESS, "ATTACKED BY A LION," and the MONSTER PICTURE, the GREAT DISASTER of the

WHITE STAR LINER, S.S. "TITANIC," These Pictures will be Exhibited at the

On SATURDAY and SUNDAY, Hongkong, 23rd July, 1912. [58]

TO LET

TO LET.

OFFICES in King's Building.

Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.
Hongkong, 26th July, 1912. [121]

TO BE LET.

SHOPS AND OFFICES, IN ALEXANDRA BUILDINGS.

Apply—

A. S. WATSON & Co., Ltd.,
Alexandra Buildings.
Hongkong, 22nd May, 1912. [123]

TO LET.

"GREENMOUNT," situated at 18, BONHAM ROAD. Newly renovated and comfortable for a suitable Residence, Nice View of the Harbour and Adjacent Islands. Reasonable Rent.

Apply—
No. 4, BIPON TERRACE, Bonham Road.
Hongkong, 27th July, 1912. [944]

TO LET.

"BERTHOLWYN," Peak Road, SIX-ROOMED HOUSE, from 15th July.

EUROPEAN FLAT, Nathan Road Kowloon.

SHOP with GODOWN attached, Nathan Road, Kowloon.

KOWLOON MARINE LOT No. 48 with WHARF.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.
Alexandra Buildings.
Hongkong, 10th July, 1912. [869]

TO LET.

ON 2ND FLOOR, No. 2, PEDDER STREET, ONE-ROOMED OFFICE.
Apply Property Office.
JARDINE, MATHESON & Co., Ltd.
Hongkong, 23rd May, 1912. [733]

TO LET.

No. 12 BEACONSFIELD ARCADE, First Floor.
No. 15, BEACONSFIELD ARCADE, First Floor.
No. 14, MACDONALD ROAD "CALDER," 6-Roomed House, Fine Situation, from 1st August, 1912.
"CHELTONDALE," No. 100, The PEAK, Furnished, 5 ROOMS for 2 months, August and September.

LARGE ROOMS, Central Position, Cheap Rent.

LARGE GODOWN in No. 34, DUNDAL Street, 1st Floor.

1 SMALL GODOWN in DUNDAL Street (Godown D).

"ROGATE" Austin Road, Kowloon, from 1st April.

For Sale, "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154.

For Sale, with or without Furniture, "TOR CREST" No. 8, The PEAK, with

Tennis Court. Commanding a magnificent view of the Harbour and Adjacent Islands.

Apply to— LINSTEAD & DAVID,
3rd Floor, Alexandra Buildings,
Hongkong, 29th July, 1912. [122]

ON SALE

AT THE

HONGKONG DAILY PRESS OFFICE.

NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG

OR

WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns en route from CANTON to WUCHOW.

SHIPPING

ARRIVALS.
 CHANGHONG, British str., 1,210, H. Trowbridge, 28th July—Chefoo 23rd July, General—Butterfield & Swire.
 CHUNGHUA, British str., 1,440, Walker, 28th July—Shanghai 25th July, General—Butterfield & Swire.
 KAMO MARU, Japanese str., 2,284, T. L. Sommer, 28th July—Shanghai 28th July, General—Nippon Yusen Kaisha.
 KUMSANO, British str., 1,470, W. F. Richard, 28th July—Shanghai 28th July, General—Jardine, Matheson & Co.
 MOSHONG, American str., 3,750, Emery Rice, 28th July—San Francisco 28th July, Mail S.S. Co.
 NIKKO MARU, Japanese str., 3,439, M. Tagi, 28th July—Manila 28th July, Flour and General—Nippon Yusen Kaisha.
 PALMANG, Dutch str., 1,119, P. Janssen, 28th July—Batavia 28th July, Bulk Oil—Asiatic Petroleum Co.
 POLYMERIZ, French str., 3,543, E. Lassance, 28th July—Shanghai 28th July, General—Messageries Maritimes.
 QUANTA, German str., 1,145, H. Modner, 28th July—Saigon 28th July, N.H.
 SIKONG, French str., 615, E. de Catalano, 28th July—Haiphong 28th July, General—Messageries Maritimes.
 VLADIMIR, Russian str., 3,197, K. Kamichuk, 28th July—Odessa 17th June, General—Order.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 July 29th:
 HONGKONG, French str., for Pakhoi.
 MATHILDE, German str., for Haiphong.
 PALMANG, Dutch str., 1,119, P. Janssen.
 SHANTUNG, British str., for Kobe.

DEPARTURES.

July 29th:
 CHANGHONG, British str., for Canton.
 CHUNGHUA, British str., for Canton.
 EASTERN, British str., for Yokohama.
 KWANGSANG, Chinese str., for Canton.
 NILE, American str., for San Francisco.
 YUSHEN, Chinese str., for Canton.

SHIPPING REPORTS.

The British str. *Changhong* reports: Light winds and fine clear weather during passage.

VESSELS EXPECTED.

THE AMERICAN MAIL.
 The T.K.K. str. *Tenny Maru* left Honolulu for Hongkong via Japan ports and Manila on the 18th July, and is expected to arrive here on the 12th August.
THE AUSTRALIAN MAIL.
 The E. & A. str. *Alderman* left Sydney on the 8th July, for this port via Queensland Ports and Manila.
 The I.G.M. str. *Prinz Sigismund* left Sydney on the 27th July, at 11 a.m., and may be expected here on or about the 19th August.
THE CANADIAN MAIL.
 The C.P.R. str. *Empress of India* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 24th July, p.m.
THE ENGLISH MAIL.
 The P. & O. str. *Arcturion* left Singapore for this port on the 28th July, at 8 a.m., with the outward English mails, and is due here on the 1st August, at about 6 a.m.
THE GERMAN MAIL.
 The I.G.M. str. *Kleist*, carrying the German mails with dates from Berlin of the 10th July, left Colombo on the 27th July, p.m., and may be expected here on or about 7th August.
THE INDIAN MAIL.
 The Apec str. *Arratoon Apec* left Calcutta on the 14th July, and may be expected here on or about the 30th July.
MERCHANT STEAMERS.
 The A.L. str. *Vorwarts* left Singapore for this port on the 24th July, a.m., and will arrive here on the 30th July.
 The N.Y.K. str. *Yamato Maru* (Australian Line) left Nagasaki for this port on the 28th July, and is expected here on the 30th July.
 The N.Y.K. str. *Kaga Maru* (European Line) left Singapore for this port on the 28th July, and is expected here on the 30th July.
 The A.L. str. *Silesia* left Shanghai for this port on the 28th July, and will arrive here on the 30th July.
 The H.A.L. str. *Suevia* left Singapore on the 27th July, p.m., and may be expected here on or about the 1st August, p.m.
 The O.S.K. str. *Scatliff Maru* from Tacoma arrived at Manila on 27th July, and will leave again for this port on 28th July, and is due here on 1st August.
 The N.Y.K. str. *Yamato Maru* (California Line) left Kobe for this port on the 28th July, and is expected here on the 2nd August.
 The N.Y.K. str. *Kirin Maru* (California Line) left Calcutta for this port via Rangoon on the 4th July, and is expected here on the 4th August.
 The N.Y.K. str. *Yokohama Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 28th July, and is expected here on the 4th August.
 The T.K.K. str. *Nippon Maru* arrived at Yokohama from Honolulu on the 23rd July, and is due to arrive here on the 2nd August.
 The str. *Glenloch* passed the Suez Canal on the 16th July, for Hongkong via Straits.
 The "Mogul Line" str. *Pathan* left United Kingdom on the 7th July, for Hongkong via the Straits.
 The "Hien Line" str. *Bengloe*, from Middlesbrough, left Singapore in the 26th July, for this port.

INDO-CHINA STEAM NAVIGATION CO., LTD.
Bookang, from Singapore, is due in Hongkong 30th July.
Wingang, from Chefoo, is due in Hongkong 30th July.
Laisang, from Calcutta, is due in Hongkong 2nd August.

BRITISH INDIA STEAM NAVIGATION CO., LTD.
Itola, from Singapore, is due in Hongkong 1st August.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring "west Kowloon" are marked "h," nearest Hongkong "L," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with "the number denoting the section."

1. From Green Island to the Harbour Master's	2. From Harbour Master's to Blake Pier	3. From Blake Pier to Naval Yard	4. From Naval Yard to East Point
DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	SECTION.
LONDON, via USUAL PORTS OF CALL.	DELTA	Brit. str.	1.
LONDON & ANTWERP via SINGAPORE, &c.	PERA	Brit. str.	1.
LONDON, LEITH & ANTWERP	PRINCESS ALICE	Brit. str.	1.
HAVRE, ROTTERDAM & HAMBURG, &c.	FURST BURLOW	Ger. str.	1.
HAVRE, BREMEN & HAMBURG, &c.	GOLDENFELS	Ger. str.	1.
HAVRE, ROTTERDAM & HAMBURG, &c.	BRISGAVIA	Ger. str.	1.
HAVRE & HAMBURG, &c.	SEVILLA	Ger. str.	1.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KAMO MARU	Jap. str.	1.
MARSEILLES, HAVRE & HAMBURG, &c.	SILESIA	Ger. str.	1.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	SADO MARU	Jap. str.	1.
VICTORIA, B.C. & TACOMA via KEELUNG & JAPAN	SEATTLE MARU	Jap. str.	1.
VICTORIA, B.C. & TACOMA via KEELUNG, &c.	MEXICO MARU	Jap. str.	1.
NAPLES, GENOA, ALGIERA, GIBRALTAR, SOUTHAMPTON	PRINCESS ALICE	Ger. str.	1.
TRIESTE, Fiume, Venice via SINGAPORE, &c.	SILESIA	Ger. str.	1.
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c.	BOHEMIA	Ger. str.	1.
NEW YORK	ATLANTIC	Brit. str.	1.
NEW YORK via SUEZ CANAL	INTERLOCK	Brit. str.	1.
BOSTON & NEW YORK	INDRAGHIRE	Brit. str.	1.
BOSTON & NEW YORK	KANSA	Am. str.	1.
BOSTON & NEW YORK	AMERICA	Ger. str.	1.
BOSTON & NEW YORK	DAVID CASTLE	Brit. str.	1.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	1.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	1.
NAN FRANCISCO via KEELUNG & JAPAN, &c.	MONGOLIA	Am. str.	1.
NAN FRANCISCO via SHANGHAI & JAPAN, &c.	NIPPON MARU	Am. str.	1.
NAN FRANCISCO via AMOT, SHANGHAI & JAPAN, &c.	PERA	Am. str.	1.
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	1.
AUSTRALIAN PORTS via MANILA	CELEST	Ger. str.	1.
AUSTRALIAN PORTS	EASTERN	Brit. str.	1.
DELAGOA BAY, DURBAN, EAST LONDON, &c.	BARON CAWDORE	Brit. str.	1.
MEXICAN, PERUVIAN & CHILEAN via JAPAN	KIRO MARU	Jap. str.	1.
YOKOHAMA & KOBE via SHANGHAI	ITOLA	Am. str.	1.
KOBE & YOKOHAMA	FORWARDERS	Am. str.	1.
KOBE & YOKOHAMA	KAMO MARU	Jap. str.	1.
KOBE & YOKOHAMA	PRINZ SIGISMUND	Ger. str.	1.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	1.
JAPAN	TIPANAS	Dut. str.	1.
TIENSIN via WEIHAUWEI	CHONGHONG	Brit. str.	1.
WEIHAUWEI, CHEFOO & TIENSIN	KUEICHO	Brit. str.	1.
SHANGHAI via NINGPO	KWONGSANG	Brit. str.	1.
SHANGHAI, KOBE & MOJI	BOMBAY MARU	Jap. str.	1.
SHANGHAI, KOBE & MOJI	FOOHSANG	Brit. str.	1.
SHANGHAI	CHINESE	Brit. str.	1.
SHANGHAI, KOBE & YOKOHAMA	ABOARDIA	Brit. str.	1.
SHANGHAI	SUEVIA	Ger. str.	1.
SHANGHAI	ANBU	Brit. str.	1.
SHANGHAI	BOHEMIA	Am. str.	1.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SADANIA	Brit. str.	1.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KLEIST	Ger. str.	1.
SHANGHAI & KOBE	JINSEI MARU	Jap. str.	1.
SHANGHAI, YOKOHAMA, KOBE & MOJI	NIPPON	Swed. str.	1.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	DEN OF GLAMIS	Dut. str.	1.
SHANGHAI	TAI CHEN	Jap. str.	1.
FOOCHOW via SWATOW & AMOY	KAMO MARU	Jap. str.	1.
FOOCHOW via SWATOW & AMOY	MIYAKI MARU	Jap. str.	1.
TAMUI via SWATOW & AMOY	DAIJIN MARU	Jap. str.	1.
SWATOW, AMOY & FOOCHOW	HAITANG	Brit. str.	1.
SWATOW, AMOY, NINGPO & SHANGHAI	FOOCHOW	Brit. str.	1.
SWATOW	HAINUN	Brit. str.	1.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	1.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	1.
MANILA, MANGARIN, LOILO & CEBU	ZAPHIRO	Am. str.	1.
MANILA, CEBU & LOILO	TORELLA	Brit. str.	1.
MANILA, CEBU & LOILO	LOONGSANG	Brit. str.	1.
MANILA, MANGARIN, LOILO & CEBU	KATONG	Brit. str.	1.
MANILA	BUEI	Am. str.	1.
BATAVIA, CHERIBON, SAMARANG, &c.	YUNANONG	Brit. str.	1.
BOMBAY via SINGAPORE & COLOMBO	HAKATA MARU	Jap. str.	1.
SINGAPORE, PORT SWETTENHAM, PENANG & RANGOON	INDINA	Brit. str.	1.
SINGAPORE, PENANG & CALCUTTA	KUANGSANG	Brit. str.	1.
SINGAPORE, PENANG & CALCUTTA	TORELLA	Brit. str.	1.
SINGAPORE, PENANG, RANGOON & CALCUTTA	CHYLOU MARU	Jap. str.	1.
KUDAT & SANDAKAN	BORNEO	Ger. str.	1.
KWANG CHOW WANG & HAIPHONG	ST. KIANG	Frenc. str.	1.

INDO-CHINA S. N. V. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 FOR STRAITS TO SAU
 * SINGAPORE, PENANG & CALCUTTA "KUTSANG" Wed'ay, 31st July, Noon.
 * SHANGHAI, KOBE & MOJI "FOOKSANG" Thursday, 1st Aug. 4 p.m.
 * SHANGHAI via NINGPO "KWONGSANG" Friday, 2nd Aug. Noon.
 * MANILA "LOONGSANG" Saturday, 3rd Aug. 2 p.m.
 * TIENSIN via WEIHAUWEI "CHEONGSHING" Tuesday, 6th Aug. Noon.
 * MANILA "TUENSANG" Saturday, 10th Aug. 2 p.m.

RETURN TOURS TO JAPAN.
 The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
 These vessels have all modern improvements and are fitted throughout with Electric Light.
 A duly qualified surgeon is also carried.
 * Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
 * Taking Cargo through Hills of Lading to Yangtze Ports, Tsingtau, Weihaiwei, Chefoo, Tientsin and Newchwang.
 Telephone No. 215, Sub. Exch. 4.
 For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.,**
 Hongkong, 30th July, 1912.

"SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.
 FOR STRAITS TO SAU
 LONDON, LEITH & ANTWERP "PEMBROKESHIRE" About 10th Aug.
 SHANGHAI, NAGASAKI, KOBE & "DEN OF GLAMIS" About 25th Aug.
 YOKOHAMA
 LONDON, LEITH & ANTWERP "CARMARTHENSHIRE" About 3rd Sept.
 SHANGHAI, KOBE & YOKOHAMA "FLINTSHIRE" About 20th Sept.
 Does not carry passengers.
 These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.
 For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.,**
 HONGKONG, 30th July, 1912.

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND RANGOON.
EASTWARD.
 The S.S. "ITOLA," 5,257 tons, Captain W. W. Tucker, will be despatched for YOKOHAMA and KOBE on 2nd Aug., at D'light, to be followed on 10th August by S.S. "MUTTRA," Capt. H. Carry, taking Cargo and Passengers at Current Rates.
WESTWARD.
 The S.S. "ITINDA," 5,251 tons, Captain A. J. Evans, will leave HONGKONG for SINGAPORE, PORT SWETTENHAM, PENANG and RANGOON on 30th July, at Noon, followed by the S.S. "FULTALA," Captain H. V. Tallent, on the 5th August, at Noon and S.S. "FAZILKA," Captain Cammack, on the 9th Aug., at Noon, taking Cargo and Passengers at Current Rates.
 These Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.
 For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.,**
 Telephone No. 215.
 Hongkong, 30th July, 1912.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER AND THE CANADIAN PACIFIC RAILWAY
 PROPOSED SAILINGS FROM HONGKONG AND QUEBEC SUBJECT TO ALTERATION.

FOR VANCOUVER.	FOR LIVERPOOL.
1912	1912
"MONTEAGLE" Sat. 3rd Aug.	"ALLAN LINE" Fri. 30th Aug.
"EMPEROR OF INDIA" Sat. 24th Aug.	"EMPEROR OF BRITAIN" Fri. 20th Sept.
"EMPEROR OF JAPAN" Sat. 14th Sept.	"ALLAN LINE" Fri. 11th Oct.
"MONTEAGLE" Sat. 5th Oct.	"EMPEROR OF IRELAND" Fri. 1st Nov.

The direct route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at QUEBEC with the Company's Atlantic "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
 All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.
 Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York \$71.10
 Intermediate Steamship "Monteagle" \$43 " " \$45.
 First Class rate to London includes cost of Meals and Berth in Sleeping-car while crossing the American Continent by Canadian Pacific direct line.
 R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
 Passengers booked through to all points and AROUND THE WORLD.
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.
 For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China, Corner Polder Street and Prava opposite Blake Pier.

NORDDEUTSCHER LLOYD BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERA, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINCESS ALICE," Capt. L. FRANK.	20,300	Wednesday, 7th Aug., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"KLEIST," Capt. L. MAAS.	17,000	About Wednesday, 7th Aug.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COLENZ," Capt. L. KLUGKIST.	6,750	Saturday, 10th Aug., at 9 a.m.
KOBE and YOKOHAMA	"PRINZ SIGISMUND," Capt. D. LINS.	6,000	About Tuesday, 20th Aug.
KUDAT and SANDAKAN	"BORNEO," Capt. F. SIBBELL.	5,000	Middle of August.

All the Steamers of the European Line are fitted with Wireless Telegraphy and New System of Telephones.
 For Further Particulars, apply to **NORDDEUTSCHER LLOYD, MELOFFERS & Co.,**
 GENERAL AGENTS HONGKONG AND CHINA.
 Hongkong, 27th July, 1912.

VESSELS ON THE BERTH

"INDRA" LINE, LIMITED.
 FOR BOSTON AND NEW YORK.

THE Steamship
 "INDRAGHIRE,"
 Capt. W. E. Kelway, will be despatched as above on or about the 30th July.
 This Steamer has superior accommodation for a limited number of Saloon Passengers.
 FARE TO BOSTON OR NEW YORK, \$35.
 For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.,**
 Hongkong, 25th June, 1912. [843]

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship
 "DELTA,"
 Captain E. P. Martin, R.N.R., carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 3rd August, 1912, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MALAYA," 12,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables, all Cargo for Franco, and all Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "HIMALAYA," due in London on the 15th September, 1912.
 Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to **H. W. D. SHALLARD,**
 Acting Superintendent,
 Hongkong, 22nd July, 1912. [1]

THE AMERICAN AND MANCHURIAN LINE.
 (BUCKNALL STEAMSHIP LINES, LTD.)
 FOR BOSTON AND NEW YORK.

THE Steamship
 "KANSAS,"
 Captain R. Linklater, will be despatched from this port on or about the 9th August.
 For Freight and further particulars, apply to **THE BANK LINE, LTD.,**
 General Agents,
 Hongkong, 5th July, 1912. [884]

REGULAR STEAMSHIP SERVICE.
 (WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.
 FOR NEW YORK.
 S.S. "ATHOLL" On or about 23rd August.
 FOR BOSTON AND NEW YORK.
 S.S. "DACRE CASTLE" On or about 19th Sept.
 For Freight and further information, apply to **DODWELL & Co., Ltd.,**
 Hongkong, 24th July, 1912. [891-933]



AMERICAN ASIATIC S.S. CO.
 FOR NEW YORK VIA SUEZ CANAL.
 (With Liberty to call at the Malabar Coast.)
 S.S. "INVERCLYDE" About 10th Sept.
 For freight and further information apply to—**SHEWAN, TOMES & Co.,**
 General Agents,
 Hongkong, 23rd July, 1912. [929]

新 外 中 港 香
CHUNG NGOI SAN PO
 (Chinese Daily Press).
 PUBLISHED DAILY.
 Is the oldest and still immeasurably the best Advertising medium among the Native Community.
 Established for over FIFTY YEARS.
 Circulates largely throughout Southern China.
 Terms for Advertising (Translation free) can be obtained at the Office, 104, Des Vaux Road Central, Hongkong 131, Fleet Street, London or from the different Agents.
 Documents translated from or into Chinese or colloquial Chinese.

ON SALE.

RATES OF EXCHANGE

AT HONGKONG

DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1909;

RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other useful information.
 PRICE: 31 Cash.
 On Sale at the "DAILY PRESS" Office, or Local Booksellers.